

# Missouri *Waterway Facts*



## ***For Further Information:***

**Visit:** [www.missouriports.org](http://www.missouriports.org)

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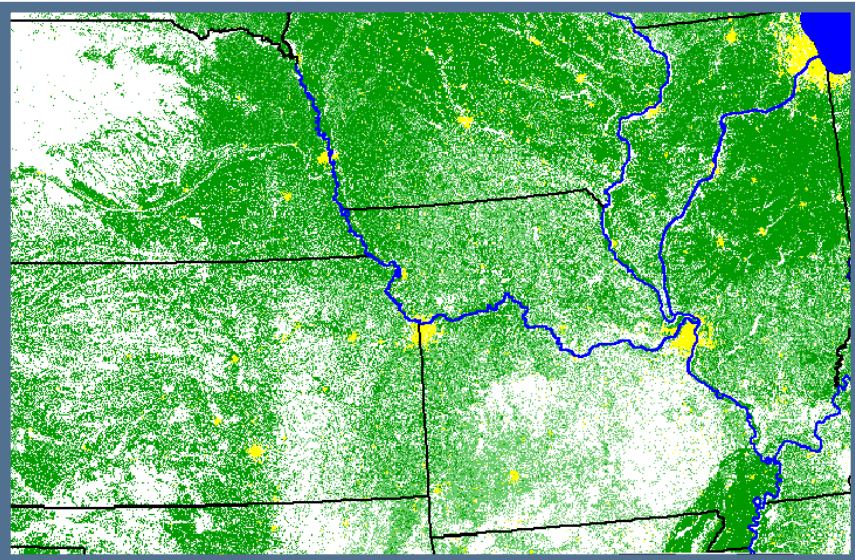


*“We have to understand, that we are no longer just in competition with Illinois and Kansas. We’re in competition with the world.”*

Pete Rahn, MoDOT Director

- Agricultural products dominate Mississippi and other regional waterway traffic. Farm quantities and economics match well with waterway capabilities and economics.
- Coal dominates Ohio River traffic. Fuel products in general are significant commodities on all waterways with ethanol emerging as a new, bulk commodity of the region.
- Rock and sand dominate Missouri River traffic with similar raw materials common on all waterways.
- “Container on Barge” is a growing segment of waterway cargo. Containers give smaller, usually commercial commodities all the economic benefits of bulk shipping.
- Waterways have an economy of scale that highways, railways, and airports cannot match.
- Waterways carry more weight than is possible with any pavement, railway or runway.
- Waterways reach global market shores not accessible by rail or pavement.
- Waterways cost least for labor, fuel and infrastructure.
- Missouri Public Port Authorities report handling millions of tons of cargo worth hundreds of millions of dollars annually, primarily benefiting Missouri farmers.

National Atlas map with green farms, yellow cities, blue rivers.



*“America’s network of waterways moves more than 2.2 billion tons of domestic and foreign commerce each year.”*

Sean T. Connaughton, Maritime Administrator, US Department of Transportation



# Waterway Interstates of Missouri

## Mississippi River

If annual truck capacity of rural I-70 is the benchmark of a busy interstate, then Missouri waterways carry cargo like a \$7 billion interstate highway system.

- Along northern Missouri, old locks limit the Mississippi River. It carries cargo equal to 160 percent of a busy interstate.
- Old locks also limit the Illinois River. It carries cargo equal to 81 percent of a busy interstate.
- From Saint Louis to the Ohio River, the free flowing Mississippi River carries cargo equal to 230 percent of a busy interstate.
- The Ohio River near Missouri carries cargo equal to 470 percent of a busy interstate.
- South of the Ohio River, the Mississippi carries cargo equal to 380 percent of a busy interstate.

Thus, if all river traffic near Missouri were forced onto trucks instead of tows, Missouri would need to build some 500 miles of new interstate highways just to carry the same cargo as now.

Based on I-70 estimates, 500 new interstate miles would cost roughly \$7 billion to build today.

## Missouri River

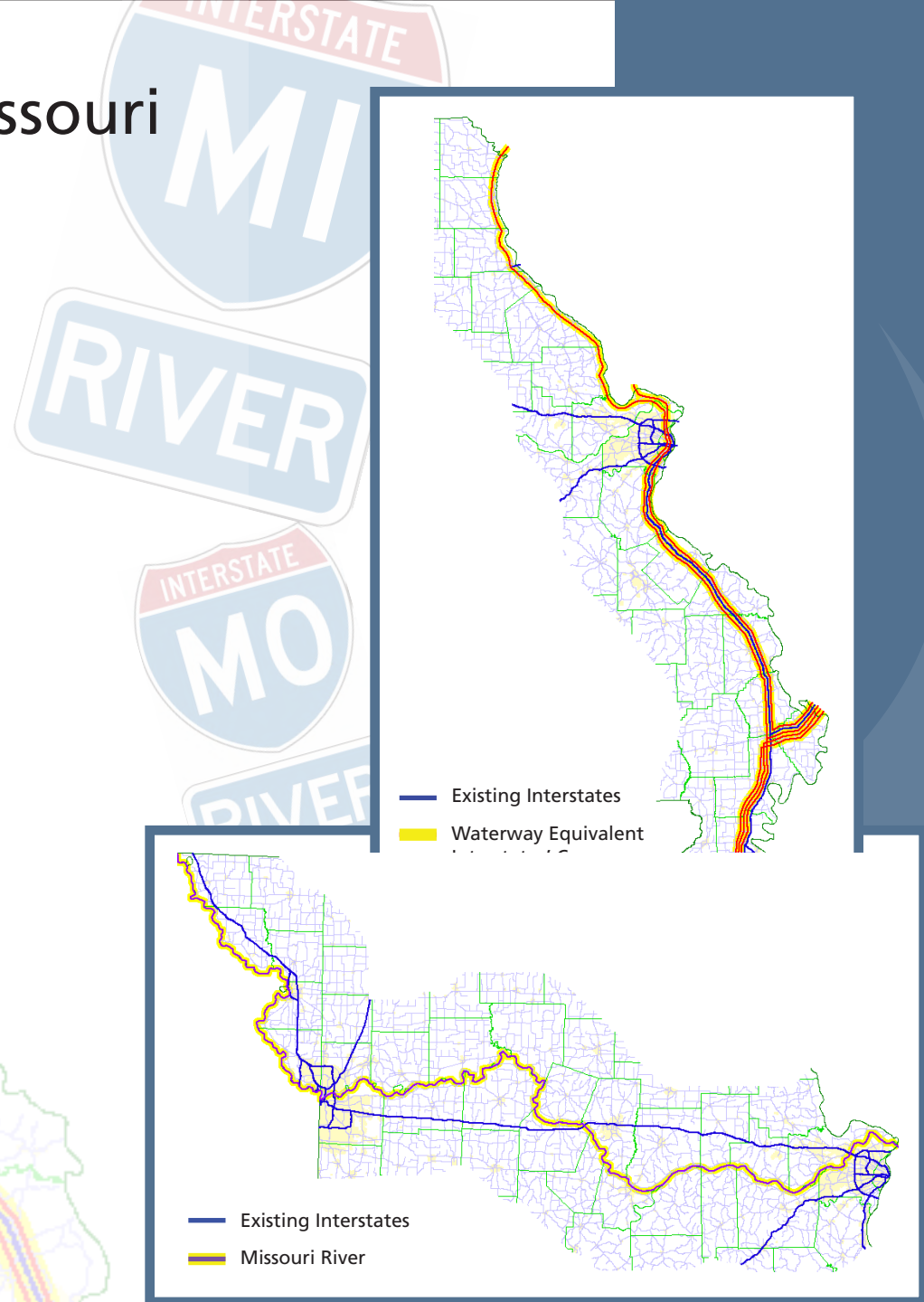
With growing use and competition for "Container on Barge" shipping, MoDOT researched needs for successful operations and found the same needs as successful waterways in general.

### Requirements for Minimum Operations:

- Consistently navigable and dredged waterway.
- Land and water areas for staging, storage, and queuing.
- Connections between highways, railways, and waterways.
- Ports capable of processing the region's cargo.

### Requirements for Successful Operations:

- Investments in better travelways, equipment, infrastructure, and security.
- Leadership that initiates and drives development, by inspiring teamwork between communities, government, and industry stakeholders.
- And most importantly, a "shared vision" of development, both economic and environmental.



*"Before we can help, we first need to understand your vision."*

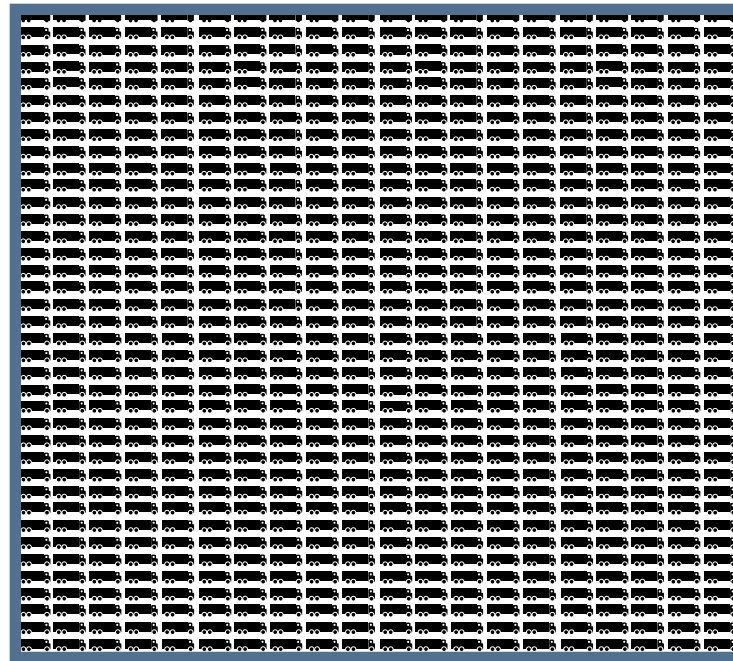
Lieutenant General Carl A. Strock, Commander & Chief of Engineers, US Army Corps of Engineers

# 1 Standard Tow = 900 Semi Trucks

- One tow carries 22,500 tons or 795,000 bushels in 15 barges. Large tows below St Louis can be twice as big.
- One tow operates 24/7 with 10 to 12 people, counting a cook, in two teams, working six hours on and six hours off.
- One standard tow burns 44 gallons of fuel per mile, or 12 percent of the fuel equivalent trucks would burn.
- Tows pass below highway bridges without congestion.
- 900 trucks carry 22,500 tons or 795,000 bushels, the same as 1 standard tow and less than half of a large tow.
- 900 trucks require 900 drivers, who drive alone as much as 14 hours per day, in 11-hour shifts with 10-hour rests.
- 900 trucks burn 381 gallons of fuel per mile, 337 more gallons per mile than a tow.
- 900 trucks completely fill 45 interstate lane-miles.

*"An area that we have ignored, as a state, for too long is this very economical avenue available to us, and that's our ports."*

Pete Rahn, MoDOT Director



*"Freight volumes at American ports will double by 2010."*

Sean T. Connaughton, Maritime Administrator, US Department of Transportation